

Intimation.

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THE LATEST
ART

COLOURINGS

ARE NOW
DISPLAYED

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THEIR
SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

AN OCEAN VOYAGE TO THE
FAR EAST.

NOTES BY A SHIP'S DOCTOR.

We left dock one Saturday morning, well laden with cargo, and obliged, in fact, to raise to accept a great deal more which was offered. As passengers—how marvellous are the ways of the shore "stop-hiels!"

I stupidly left my cabin door unlocked for an hour on Friday night, the while I made an excursion to the shore to see about the dog. I should like to have taken with me, and during that time my drawers were depleted (my "boy" had put everything away in the afternoon) to the extent of the draw block of "Whitman's" paper, one old pair of braces, one bottle of gin (intended for making cocktails in the Red Sea), one box of studs, and the upper half of a pyjama suit. If this meets the eye of the gentleman who annexed these things, I will, on receipt of his address, loss him who has the whole suit; but why this curious selection? There were heaps of things about which, to the eye of the non-professional operator, were of infinitely greater value than those commanded.

A crew of many colonies—white officers, chocolate-coloured deck hands, black stewards, yellow and brown firemen—cruised my eye as I prowled on deck before breakfast, and watched first one and then another well-known spot on the coast fade away behind me. Before long I discovered an officer who seemed to have a few minutes to spare, and proceeded to obtain information.

"Yes," he answered to a query, "it is a great relief to have these birds instead of a white crew."

"Really," I said, "always thought that a white crew—yes," came the interruption, "a white crew—drunk in every port—won't little or nothing for two days after sailing, and quite unreliable while in harbour. Give me these ducks," he continued, pointing to a crowd of Lycians—"just as quiet in port as out"—and the clear shaven, hard featured second officer smiled quite benignly at the jibbering crowd below us. "Do you mean that these men are always sober?" "Absolutely—no," he said, "they're chit-chatting Mahomedans, with a few Malays and Tamils—the only ones who get drunk are the four or five Christian converts."

"Thank you, sir," said I. "I will make a note of that for home consumption; and now, what about pay?" "Very fair £1 to £1.10 a month for me, 12s to 15s deck hands; they sign on for a year. They are a little difficult to manage until you know your way about, as they work in batches under a picked man called a 'serang,' and all orders are given to them through him. We build the white officer who his or kicks one of them—the whole crowd will probably strike work; but if you watch you will see the 'serang' knocking them about as if they were children, which they really are—they have no brains."

"Then they do not do so badly?" "Certainly not, when you take into consideration the money paid the white officers. Perhaps you won't believe it when I tell you that an old pal of mine, a comparatively young man who is in command of one of the big Cunard liners, a 15,000-ton ship, carrying between 3,000 and 3,500 people, receives the sum of £13 for taking her across the Atlantic—from Liverpool to New York—a sum which many a rich man pays his bedroom steward."

Beastly weather through "The Bay," and I was reduced to yarning with an old missionary who is returning to China, in which he has worked for 45 years.

"Honestly, have you ever done any real good?" I asked. "Religious, no," was the answer, "but I had a great deal to do with the initiation of the movement to abolish the custom of tying up and deforming the feet of the Chinese women. The idea of converting the Celestial to Christianity is hopeless; a few pretend to change over for what they can get, but I cannot say that I have even made a true conversion. As the same time we do a lot of good in other ways, and we do not, as is the case with the majority of so-called missionaries in Africa or the Pacific Islands, make fortunes by selling bad rum or worthless articles to the ignorant natives. I am pleased to see, however, that the African Government has put its foot down, and these things are not allowed to start this kind of traffic—Passing Gibraltar, it was very cold and wet, quite different to the blue Mediterranean of the novel, and my friend the second officer, when I asked him at breakfast, "Howdy?" said "Beastly cold on me, doc—feel as if the skin don't fit," and I felt the same. Malta to-morrow, after leaving which I shall proceed to write down a series of interesting—most interesting—facts concerning the rubber plantations in Malaya which I have gleaned from two planters abroad. (John Bell).

THE VLADIVOSTOK SERVICE.

O.S.K. AND RUSSIAN STEAMERS.

For some time negotiations have been proceeding between the Osaka Shosen Kaisha and the Russian Volunteer Fleet with a view to making a regular charge for freight in the service between Tsuruga and Vladivostok. These negotiations have had a satisfactory result, and a regular rate of freight has been decided upon. In consequence the rates of the Osaka Shosen Kaisha have been lower than those of the Russian line, have been raised. The Japanese merchants at Vladivostok are very angry at this, and have demanded that the rate be reduced to the former figure, but without effect. The association of Japanese merchants has therefore adopted a resolution not to ship cargo by the O.S.K. steamers on the Vladivostok-Tsuruga line. On the 4th ultimo the association addressed circulars to their customers in Japan informing them of this decision.—Japan Chronicle.

ANCIENT SLAVE PITS.

DR. CARL PETERS' DISCOVERIES IN SOUTH AFRICA.

Dr. Carl Peters, the German explorer, who has arrived in London from Berlin, has given to a Reuters' representative some interesting details of his last journey in South Africa, in the course of which he made valuable scientific discoveries. Dr. Peters said:—

I was fortunate enough to discover a tablet which, so far as I know, contains the first actual ancient inscription found in South Africa. Formerly, discoveries have not been of proved actual inscriptions, but of stones bearing marks strongly resembling ancient Semitic writings. The tablet in question was found by one of my men in a slave pit to the south of Ixayanga, north of Umalt. The district contains hundreds of these pits, from 20ft. to 25ft., in depth, in which the ancients kept their slaves. The tablet was evidently made of cement, and had been cut in two, clearly while it was soft, the letters on it being in no way damaged. The characters look to me like Greek letters, but other experts say they are Greek Phoenician. I take it to be the half of an ancient passport, one portion of which was retained by the masters and the other handed to the messenger.

I also discovered near Zimbabwe a brass figure of Pan, 6½ in. in length, very similar to the figures found at Pompeii, thus proving Greek influence in South Africa apparently a later period than the tablet I have mentioned. These and other discoveries are to my mind further proof that in South Africa there has been a continuation of different ancient civilisations. It has also been shown that during all these periods goldmining has been carried on. Apparently this was begun by natives of the soil, probably bushmen, and it seems likely that the first Semite people who appeared on the scene were only traders in the precious metal.

With reference to certain utterances in Berlin in the course of which the explorer is reported to have said that the white inhabitants of German South-West Africa contemplated abandoning the German flag and joining British South Africa, Dr. Peters said:—

These reports have been greatly exaggerated. I said that while Herr Dernburg was in office there was dissatisfaction in the German colonies with his policy, and that the white settlers declared that if this continued they would rather go under the British South African Union. I wish to add that with the resignation of Herr Dernburg and the new colonial policy which is forthcoming I am sure that such sentiments will no longer be held. Dr. Peters expects to return to South Africa in the autumn.

THE ENCYCLOPEDIA
BRITANNICA.

A CAMBRIDGE EDITION.

As we briefly announced last week the University of Cambridge has taken over the control and copyright of the Encyclopedia Britannica, and will publish a new and complete edition about the end of the present year. This eleventh edition, which has been eight years in preparation, entirely supersedes preceding ones, and is a wholly fresh and original survey of all existing knowledge in every field of human thought, research and achievement. It will be completed in 38 great volumes, of which the last will be devoted to a full and comprehensive index.

It is more than 140 years since the famous Encyclopedia Britannica was first planned by a Society of Gentlemen in Scotland. The First Edition began to appear in 1788, and was completed, in three volumes, in 1797. The publishers were Coln MacFarquhar—who seems to have been the real originator of the work—and Andrew Bell. They had the assistance as editor of William Smellie, an Edinburgh printer of wide and varied learning.

Enormous numbers of the work were sold in succeeding editions and preparations for a new eleventh edition, on a very elaborate and costly scale, were begun by *The Times* in May 1903. A large and competent staff, under the editorial management of Hugh Chisholm, was set to work at Printing House Square, reinforced by eminent specialist advisers outside the office, as well as by some 1,500 distinguished contributors in all parts of the world. As, however, the magnitude of the task and authoritative nature of the going work made themselves increasingly apparent, it was rightly felt that the enterprise was too vast to be a permanent addition to the manifold activities of a great newspaper. It was also realised that the proper origin and abiding place for the foremost work of reference used by English-speaking people throughout the world was not a newspaper office, but a great learned institution. The University of Cambridge authorities were fully satisfied with the solid and scholarly foundations laid by *The Times*, and they decided to take over the copyright and control of the work.

When the opportunity of publishing the Encyclopedia Britannica was offered to the University of Cambridge, it was felt that the occasion had presented itself for a further epoch-making advance in the great movement of university extension, in a wider sense than is usually attributed to that phrase.

Public Companies.

THE DAIRY FARM CO. LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, a Lower Albert Road, Hongkong, TO-MORROW, the 8th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1910, both days inclusive.

By Order, M. MANUK,

Acting Secretary.

Hongkong, 7th October, 1910. [61]

GANTON INSURANCE OFFICE,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,

General Agents.

Hongkong, 7th September, 1910. [67]

Intimations.

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

H.E. Sir HENRY MAY, K.C.M.G.

H.E. Major-General BROADWOOD, C.B.

Commander EYRES, R.N.

AN ENTERTAINMENT

will be given at the CITY HALL,

on SATURDAY, OCTOBER 15TH, and

MONDAY, OCTOBER 17TH.

Seats may be booked at The Robinson Piano Company on and after Monday, October 3rd, Hongkong, 26th September, 1910. [64]

NOTICE OF REMOVAL.

I HAVE THIS DAY REMOVED MY OFFICE TO NO. 8, DES VOUX ROAD CENTRAL (corner of Ice House St.), Top Floor.

J. HENNESSEY-SETH.

Hongkong, 1st October, 1910. [68]

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in drinking the cheapest and most

agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

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Large Bottles \$2.30

Dose 3.75

Case 50 Bottles 11.50

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SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. [47]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, General Building, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

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Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertakes and Executes.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 19th March, 1908. [41]

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th Oct., 1910, 100 lbs. per 3 Mts.

BUTCHER MEAT.

Cents.

Beef—Shoulder—Prime cut—Mal Lung Pa B. 20

" Corned—Ham Ngau Yuk 22

" Roast—Shio 22

" Breast—Ngau Lam 22

" Soup—Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Sliced—Ngau Lau 22

" Sausages—Ngau Yuk Chong 20

Bullock's Brains—Kow 20

" Tongue fresh—Ngau Li 20

" Corned—Ham Ngau Li 20

" Head—Ngau Tan 20

" Heart—Ngau Tan 20

" Hump—Salt—Ngau Kiu 20

" Feet—Ngau Kiu 20

" Kidneys—Ngau Yiu 20

" Tail—Ngau Mei 20

" Liver—Ngau Oon 20

" Tripe (undressed)—Ngau To 20

Calves' Head and Feet—Ngau Chai 20

" Corned—Ham Ngau Yuk 20

" Leg—Young Fat 20

" Shoulder—Young Fat 20

" Pig's Chitterlings—Ghi chong 20

" Brains—Ghi Kow 20

" Feet—Ghi Kow 20

" Fry—Ghi Chai 20

" Head—Ghi Tan 20

" Heart—Ghi Tan 20

" Kidneys—Ghi Yiu 20

" Liver—Ghi Kiu 20

" Pork Chop—Ghi Fat Kwei 20

" Corned—Ham Ngau Yuk 20

" Leg—Ghi Fat 20

" Fat or Lard—Ghi Yiu 20

Sheep's Head and Feet—Young Tan 20

" Kidney—Young Tan 20

" Heart—Young Tan 20

" Kidneys—Young Tan 20

" Liver—Young Tan 20

Smoking Pig, To Order—Ghi Chai 20

Salt Beef—Sung Ngau Yuk 20

" Mutton—Sung Ngau Yuk 20

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 20

" Capons—Large, Small—Siu Kai 20

" Ducks—A 20

" Doves—Fan Kai 20

" Eggs—Hen—Kai Tan 20

" Fowls, Canton—Kai 20

" Hainan—Hoi Nam Kai 20

" Geese—Nga 20

" Goslings—Wild Shanghai—Sheng Hoi Ya 20

" Ngau 20

" Musk Deer—Wong Keng 20

" Hair—To Chai 20

" Partridge—Ghi Khoo 20

" Pheasant—Siu Kai 20

" Pigeons, Canton—Pak Kap 20

" Hothow—Hothow Pak Kap 20

" Quail—Um Chai 20

" Rice Birds—Wo Fa Chai 20

" Snipe—Sa Chai 20

" Turkeys, Cock—Fo Kai Kung 20

" Hen—Na 20

" Wild Ducks, Shanghai, Sol-sp 20

" Teal, Shanghai, Sol sp 20

" Wild Ducks Canton—Sung Shing Sol 20

" Ap 20

FISH.

Barbel—Ka Yu 20

" Bream—Siu Yu 20

" Canton Fresh Water Fish—Hoi Si Yu 20

" Carp—Li Yu 20

" Catfish—Ghi Yu 20

" Godfish—Mun Yu 20

" Grabs—Hoi 20

" Grouper—Mak Yu 20

" Dab—Sa Mang Yu 20

" Dace—Wong Mai Lam 20

" Dog Fish—Tsi Yu 20

" Hais, Gorges—Hoi Man Yu 20

" Fresh water—Tun Sol Yu 20

" Yellow—Wong Siu 20

" Frog—Tian Kai 20

" Grouper—Sak Pan 20

" Gudgeon—Pak Kap Yu 20

" Herring—Tsi Pak 20

" Halibut—Cheung Kwai Yu 20

" Labrus—Wong Fa Yu 20

" Loach—Wo Yu 20

" Lobster—Lung Ha 20

" Mackerel—Chi Yu 20

" Milk Fish—Mun Yu 20

" Mullet—Chi Yu 20

" Oysters—Sung Hoi 20

" Pomfret—Kai Kung Yu 20

" Prawn—Tun Yu 20

" Pike—Fa Pan Yu 20

" Placod—Pan Yu 20

" Pomfret—Black—Hoi Chong 20

" Pomfret—White—Hoi Chong 20

" Pomfret—Mung Hoi 20

" Ray—Fa Pan Yu 20

" Rock Fish—Kai Kung Yu 20

" Rock Fish—Kai Kung Yu 20

" Salmon—Kai Kung Yu 20

Shark—Sa Yu 20
Skate—Po Yu 20
Shrimps—Hoi 20
Snappers—Lap Yu 20
Soy—Tsi Yu 20
Tuna—Wan Yu 20
Turbot—Oho Hoi Yu 20
Turtles, small, fresh water—Kai Yu 20
White Salt—Ngau Yu Chai 20

FRUITS.

Almond—Hung Yan 20

Apples, (California)—Kam San Ping 20

" (China)—Tsi Chai 20

" (Small)—Hoi Tong 20

" (Orlando)—Tsi Chai 20

Bananas, fragrant, Canton—Sung Shing 20

" (Hainan)—Sung Shing 20

" (Bridges), Macao—Sung Shing 20

Cherries, Chinese—Fong Lai 20

Custards—Young Tan 20

Coconuts—Yeh Tsi 20

Intimation.



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ALEXANDRA BUILDINGS

Hongkong, 7th July, 1910

NOTICE

All communications intended for publication, in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each copy).

BIRTHS

On October 4, 1910, at Shanghai, the wife of G. D. Komaroff, of a daughter (Hilibrand).

On October 5, 1910, at Shanghai, the wife of John Fowler, Municipal Tax Department, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 7, 1910.

THE APPROPRIATION BILL.

Criticism, to be effective, must itself be unassailable. However honest and however well intentioned, it is doomed to failure, and even runs the risk of ridicule if it is armed so badly as to be put out of action by the gentles of counter strokes. The hon. member representing the Chamber of Commerce is known to the whole Colony as a public-spirited man, perfectly disinterested, incapable of conscious injustice to anyone, and anxious only for the general good of the community. Yet he signally failed to do any good whatever in his criticism of the increase in the Colony's expenditure for next year. He ought a general accusation against the Government that "money was being wasted in all departments" but when invited, and even urged by His Excellency Sir Henry May, to challenge any alleged item of increase, his attack utterly broke down, and he had ignominiously to confess ignorance of the subject with which he was dealing. He could only make a general statement of dissatisfaction with the Estimates. This was disastrous to the Hon.

Mr. Hewitt's case. His Excellency, gently pointed out that his details were set out in the appendix to the Estimates which had been in the honorable member's hands for more than three weeks. It seems a pity that the spokesman for the unofficial members was not able to find that time to read even one of these detailed items so thoroughly as to be able to show up the wastefulness and extravagance of the Government, and "especially" (to use Mr. Hewitt's own words) "the Public Works Department." It was also a "regrettable incident" that the hon. member had not the notes with him which he made at the last meeting, on which he relied to enable him to reply seriously to the points made in His Excellency's speech at that meeting. Sir Henry May replied to the attack on the Estimates for the passing of which, as he said, he was responsible, with surprising restraint and moderation. We are of opinion that he was not "crumming things down people's throats" when he said that "he was sorry members had seen fit to accuse him of extravagance, but in the absence of condemnation of any particular item he could not do anything more than take the criticism to heart and hope for better times." This is, of course, defeat, utter crushing defeat of that criticism which is in Excellency with invulnerable meanness takes to heart. We have heard talk of the desirability of an increase in the number of official members of Council; we have often heard it said that these members should be given more scope, more real power. Complaints have been made that the Council is no better than a clique of officials in Committee, and that the unofficial members may talk as they please, they are only there for that, and that in fact the proceedings are a farce while they are concerned, as the Government will do what it likes in spite of all efforts, votes, speeches and protests on the part of the unofficial members. Now we do not think that things are really as bad as all that. As a matter of fact they are a very great deal better. Our unofficial members do admirable work, effective and enduring work. But as Government officials are by their very position open to criticism, so are they also. And we should not be doing our duty to the public we serve if we did not criticize such inefficiency and criticism as that directed against the Appropriation Bill for next year by the spokesman of the unofficial members.

THE HAPPY CONSUL.

Many of our readers will remember those "types of felicity" of which he who—
Playing his fiddle, fiddle, fiddle, fiddle,
Was one of the most felicitous. The gifted author of those witty verses, and of many contributions in prose and verse, grave and gay, to the press in Shanghai, is leaving China for good. The initials "G.M.H.P." were those of Mr. Playfair, who was without question the most erudite and highly talented of a not undistinguished branch of His Majesty's Consular Service. Without at least one of Mr. Playfair's works, his "Compendium of Instructions," no Consul in China would be able to do his routine work for a single quarter without getting into a hopeless muddle; the book is indispensable. His "Cities and Towns of China" is a very useful book indeed. It gives all the prefectures of China, with their latitude, longitude, etc., and other details, and the district towns belonging to them. A new edition is now being printed. The labour of making it was as great as making the original work, and the hardest part of all was the revision of the proofs, toil which only Mr. Playfair could do, and in which no one else, however learned, could give him any assistance. That invaluable book of reference Mayers' "Chinese Government" was revised and a new enlarged edition published by Mr. Playfair. His assistance was given freely to others engaged in work involving accurate knowledge of the Chinese language, and it was gratefully acknowledged by Professor Giles, whose dictionary is and will probably ever remain unsurpassed. Mr. Playfair is the greatest living authority on all that concerns the Chinese mandarin, and he is one of the greatest authorities on most things Chinese. He always repudiated the term "sinologue," when applied to himself, and asserted, with perfect truth, that his speciality was rather a thorough knowledge of modern official documentary Chinese than an exhaustive command of the ancient writers. Yet his memory of the latter was astonishing, and at times very disconcerting to Chinese officials, to whom he could quote the ancient sages and many Chinese writers, unknown to many even advanced European students, with telling effect. His English style was vigorous and clear yet at times daintily allusive. It possessed a gift rare in styles as strongly individual as his—it was impossible to copy or caricature it. Most of his verses have never been published; those which have afford but a faint indication of the beautiful and musically expressed thoughts which may, we fear, never be given publicly to lovers of poetry. For several years his failing health prevented him from doing all he would have wished to quicken the social life of the community.

His ability and skill in handling the difficult and dangerous questions which arose in the Boxer year, 1900, ensured perfect security throughout Fokien for Europeans, but may not be detailed here for the true history of that period has yet to be written. The Consular Service in China has never had an abler man in its age and infirmity remove him hence, but his work remains *perpetuus*, and in the hearts of those who really knew him he will never be forgotten.

TROPICAL DISEASE.

If there is any single journal published at Home that ought to interest readers in the Tropics it should be the *Journal of Tropical Medicine* produced by the Sanatogen Company in London, which appears weekly. Unfortunately, its edition is rather beyond the understanding of the multitude and is more fitted to the accustomed ears of men who have passed through the usual course of medicine and surgery and are able, we hope, to appreciate all the hard phrases and technical expressions that the *Journal* uses. Still, if the paper indulges in rhapsodic metres concerning matters medical, there is always good food for digest in its columns. One thing that puzzles us out here a great deal is the problem of how to deal with mosquitoes. A writer in the *Journal*, according to the latest number received by us, describes how he found anopheles larvae breeding in salt water at Colaba, near Bombay. Of course, the fact of mosquitoes breeding in brackish or salt water is not new, but nevertheless, the fact is interesting. While searching for larvae, he discovered them in some ponds situated at a distance of 300 to 700 yards from the barracks of the 2nd Royal Scots (now occupied by the Gloucester Regiment) and the Royal Artillery officers' mess, Colaba. These ponds contained sea-water from about 1,000 to 6,000 gallons. Millions of larvae were found in them. After that Colonel G. F. Gibbins, R.A.M.C., commanding the Station Hospital at Colaba, accompanied Dr. Ghosh, to the ponds and took the specific gravity of the water, which was very high. Samples of the larvae were sent to the Pathological Laboratory for inspection, and the examination showed that they were *Anopheles stephensi*, one of the malarial carriers. There were vegetable growths in the ponds, and at the high tide very fortnightly the larvae stuck themselves to the highest of these. After the high tide the larvae were diminished in numbers. It is rather curious to read the above remarks as made to apply to India. Manson and Simpson, when they came out to Hongkong to report upon the state of the Colony's health, were convinced of that idea that anopheles were being bred in the shrubbery, yet when all the undergrowth was cut down in the neighbourhood of the garrison barracks towards Shaikwan there was no sign of a diminution of that deadly disease. In addition to the clearing away of jungle growth, new roads were constructed and nullahs were drained properly, but still no obvious improvement was effected so far as the general health of our Garrison was concerned. Instead of that, the health of the men got rapidly worse, at Lyemooon Fort, and the experts had to look round for another source of infection. Things began to take on a serious aspect when no less than 35 per cent. of the strength had been laid up with malaria, and as time continued the position of affairs went from bad to worse. I own on the low levels it is generally an accepted fact that either mosquitoes or rats are the chief disseminators of disease, whether as regards plague or malaria; yet in the case of the Lyemooon Garrison there was little evidence of either one or the other. There seems to be small doubt that the opening up of new ground such as is necessitated when new roads are under construction allows the malarial pest to come forth, although this statement is openly disputed by our worthy estimated Medical Officer of Health, Dr. Francis Clark. When Hongkong was in its early days known as the "white man's grave" with a distinction which transcended even the repute of the Gold Coast, it was doubtless the cutting up of the ground in the formation of new roads which caused the illnesses and deaths of our military force. In the same way, we have seen for ourselves that malaria has been more prevalent in Caine Road and especially at Breezy Point within the last few years than it has been anywhere else, except perhaps in the Morrison Hill District. As regards the extinction of mosquitoes, we are fortunately gradually getting rid of the pest by reason of wise policy on the part of our Sanitary Department, but at the same time we would suggest that when new roads are opened up and new buildings erected, possession by tenants should not take place until such time as to allow the confined malarial miasma of the soil to evaporate.

LOCAL AND GENERAL.

THE German Mail of the 7th September was delivered in London on 6th inst.

THE Scottish Home Rule National Committee has decided to start its campaign on October 1st.

THE S.S. *Kumana* arrived in port to-day from Calcutta with 900 Chinese passengers from the Straits.

Canton Steamer Robbed.

\$16,000 WORTH OF SILK STOLEN.

STRONG-ROOM BROKEN INTO.

A somewhat extensive robbery took place on board the Canton steamer *Paul Dean*, of the French Line, between 12.30 and 1 o'clock this morning. A remarkable feature of the occurrence is that nobody saw when and how the daring theft was carried out and the robbery generally bristles over with all sorts of uncertainties. It is rather difficult to understand how the theft could have been carried out with such remarkable ease as appears to have been the case. The stolen articles consisted of sixteen bales of silk, valued at \$6,000, and was stored in the ship's strong-room, prior to being consigned to New York. It was not until it was too late that the theft was discovered. It is suggested in some quarters that the watchman may have probably conspired at the theft but this is a mere theory and we give it for what it is worth. The watchman's story is that he saw a boat putting off from the ship while she was lying alongside the wharf and shortly afterwards he discovered the theft, the strong-room in which the bales were put being found to have been broken into. Another lively theory which is advanced is that the bales may never have left Canton at all, but as we have said before, these are merely theories and cannot be advanced as positive facts. The Police are carrying out full investigations into the matter.

CANTON DAY BY DAY.

A TROUBLED DISTRICT.

[From Our Own Correspondent.]

Canton, October 6th, 1910.
Shen Fak appears to be one of the most turbulent and unsettled districts of the whole province. News has arrived that things are going from bad to worse mainly owing to the action of the Triad Society. It appears that a number of these people held a meeting at a village called Tai Moon and afterwards swore to more than two hundred new members. A big feast was then held and at its conclusion plans were made for a series of robberies and outrages. A reign of terror then began and several villages were plundered wholesale and in most of these places the miscreants met with hardly any resistance. It seems almost incredible that even in China such a state of affairs should be allowed and it is indeed a wonder that a government with troops at its disposal does not take active steps to put an end to these incessant outrages. From the same district comes another terrible tale. In one of the villages is a factory and the owner's son was found to have had illicit dealings with one of the female workers. The father hearing of this called the youth to him and then with an iron rod struck him several times on the head and beat out his brains. The father then ordered some of his men to take up the corpse and throw it in the canal which was done. There are those among the community who commend the father's action!

THE VICEROY.

The Viceroy has yet again been denounced. This time the trouble comes from a wealthy merchant, one of those who endeavoured to get the salt monopoly. This man states that the Viceroy has caused him to lose very large sums of money. Some months ago there was a sale going the rounds here that H. E. had taken a "consideration" of two hundred thousand taels to further the interests of the monopoly, but once having to help the company but, on the contrary, put stumbling blocks in its way. The man who was thus misled is said to have been in the one who has caused this present denunciation. The Viceroy is by no means popular and the current opinion of him is that he is an incompetent.

OPINION.

It is stated that the whole of the Kwangsi Deliberative Council have resigned owing to the fact that the Governor of the Province refuses to carry out the regulations formulated for the restriction of the opium trade. Advice and assistance have been asked from other provinces and it is likely that the question will be taken up by some very big men in Peking.

CONFUCIAN CELEBRATIONS.
It was very evident last week and that a great deal more attention was being paid to the memory of Confucius than on the previous year. All the schools and colleges were of course closed and decorated and the local press, however, many business houses were closed and the dragon flag was very conspicuous. Portraits of the Sage were hung in many places while peddlars were knocking them in the street. One man, he is said to be the philosopher has suggested that the same rites should be performed at the temple of Confucius as are performed at the shrine of the G. D. of War, which is as good as saying that animals should be sacrificed to his manes and that the Sage should be deified. The suggestion, while sounding favourably in the ears of better judgment. These point out that nothing in the writings of Confucius, nor in any of the legends referring to him show that he desired to be looked upon as a deity. The fact is that the Chinese, in common with the rest of mankind, desire a religion and the more enlightened men, finding belief in the degrading superstition that passes for religion in China impossible are doing their utmost to form a cult that will satisfy the spiritual part of their natures.

LEGISLATIVE COUNCIL.

There was a big meeting of the Deliberative Council on the first day of this Chinese moon and plans and resolutions were made referring to the establishment of Constitutional Government. Other important questions were discussed the chief of which were the suppression of gambling, prison reform, and the establishment of a judicial system. A feature of the meeting was that the President had invited to him to the whole of the discussions and full reports were afterwards published in the daily papers.

OFFICIALS PUNISHED.

Some time ago, a general and a colonel who had formerly held command here were sent to Peking to be tried before the Board of War for want of tact and general incompetence during the riot which broke out among the troops at the new year. News of their sentence has just been received. Both are to be banished to the frontiers of China. They are said to have been told to endeavour to make amends for their former bad conduct.

THE PRESENT AND THE FUTURE.

SOME LOCAL PROBLEMS.

"*exp. ego audior fastum*." Must I for ever resign myself to listening to the not always very useful or instructive utterances of others? Thus growled one of the last of the Romans. Far be it from us, the humble throng, barking under the beneficent sway of Sir Francis Henry May, the Officer Administering the Government of this Colony, assisted by an acting Colonial Secretary and a large and efficient staff, as well as a Chief Justice and a Postmaster-General, far be it from us to imagine ourselves in the position of the critic who was embittered by the tyranny of Domitian and a state of society far less satisfactory than that of this Utopian community. But we have been silent for a long time now; the *Hongkong Telegraph* is the Voice of the Voiceless, and there is much to be said. To begin with,

THE RAILWAY.

would pass the most mathematical mind. Nobody seems to know really and truly why it cost more than double what it ought to have cost, and was estimated to cost by experts who are admitted by everybody to have been perfectly honest men. It seems a shocking pity that we should be saddled with this incubus just as we are beginning to get no richer. And the most irritating part of it all is that nobody seems able to tell us

WHICH DOGS TO KICK.

For one can't blame Sir Frederick Lugard; on the contrary, but for his resolute hard work the Colony would have been "let in" for much more. And one can't blame the Colonial Secretary, nor the Assistant Colonial Secretary, nor the Colonial Treasurer nor yet the Police Judge or the Captain Superintendent of Police, nor the Director of Public Works. With the best will in the world to lay all the blame on him, we are forced to find that he is in no way responsible for a state of things so disgusting that even a scapegoat cannot be found to expiate it. Hit which way we like we are bound to hurt the wrong dog. Of course there were contractions, but they all seem to have been absolutely square. In cases of this kind there ought to be somebody one can punish, for assuredly somebody is in fault. A few days ago the first train ran on the new line. It was opened officially by the Officer Administering the Government, in the presence of a large number of officials, merchants, and other residents of Hongkong. It was a half-hearted affair and the shadow of doubt hung over it all. Now we learn the cheerful news that the trains will not run for a day or two, owing to the eccentric conduct of certain rude affecting the only two engines at present available for passenger traffic. We do not imagine that a vast number of people will suffer any inconvenience from this eccentricity, but it is only looking like bad luck for a beginning, that's all.

THE SIBERIAN MAILS.

were the subject of remark at a recent meeting of the Legislative Council. We have already remarked that we are getting no richer, and we cannot see why the Post Office revenues should actually rise by sending letters via Siberia. It seems idiotic. A man who sends a letter to Eng and of such importance that a week's difference in the time of its transit is to him a serious matter, can well pay six cents extra for the seriousness of that matter. Some time ago the *Hongkong Telegraph* spoke his mind with no uncertain voice on this subject. To argue against a ten-cent postage per Siberian mail by adducing the example of the penny post and its success elsewhere, is to show a want of understanding or of information as to the peculiar circumstances here. The number of persons who send letters to Europe from Hongkong is practically fixed. We have not here as Eng and or Australia has, a large population which would send more letters by post if the cost were reduced. Whether the postage be ten cents or four cents, the man who has letters to send to England will send them. By a business firm the difference is felt of course, and at the end of a year it may show itself in a team of three figures. But the letter will go, just the same. That being the case it is high time that the Post Office should take a firm stand and insist on a ten-cent postage for letters sent via Siberia, no matter what anybody says. The official members of Council, for whom Mr. Hewitt spoke, do not appear to entertain any objection to the suggestion made by Sir Henry May on the subject.

BRITISH ST. FR. C. IN CHINA.

are at last to cease to be a nuisance and a burden to the Hongkong Office. These wretched little Post Offices in Treaty Ports were a curse to all concerned. The local British Consular Assistant usually had to take duty as Postal Agent. Of course he was paid to do so, but he was forced to spend a large portion of his salary as Postal Agent in the employment of clerks to aid him—for in some of the ports it was impossible to do the Consular work and the postal work as well. Both suffered. And the Hongkong Post Office suffered most, because these branch offices did not pay. They were being run at a loss. Besides giving an unholy amount of trouble and extra work to the Hongkong office, they were also a dead loss to it. Why then were they retained? Because the French, German, and Japanese also have Post Offices in the Treaty Ports, and because no Britisher should be able to compete with equality the spectacle of dozens of bags of mail letters being conveyed by a Foreign Post, and stamped with foreign stamps. This is a matter not open to argument; it simply would not do. Such a state of things could not be tolerated. Now, however, the Home Post Office has consented to take over all the Treaty Ports Agents in China in 1911, thus relieving this Colony from a vexatious tax. The Government of Hongkong has shown its willingness to relinquish the burden for so long.

port British prestige on the China Coast, and Hongkong has done far more than her fair share of this duty in the past. Let people who lightly abuse "the Government" remember this.

ABOUT THE POLICE.

This is a question so serious that it should have grave consideration and be treated with all the weight and all the force which the Press can give it. The *Hongkong Telegraph*, a short while ago sounded a warning note, to attract public attention to what threatens to be one of the most troublesome difficulties that have ever had to be faced in this Colony. The Indian police appear to be infected with an evil spirit most unworthy of the Sikh race; they are already tainted with dishonesty and it will take some time to wipe out their shame. If they have grievances, they know quite well how to obtain redress, and that nonobedience is not the way. The European police is incapable of contravention of discipline; the men are as good as set on the whole as one could find anywhere. They are profoundly discontented, and with good reason. Nevertheless they do their duty and do it well—we need not recall those who lost their lives while doing it to make us realize that—we see them day in day out doing their duty in spite of circumstances so disagreeable, so "kicken", that one wonders at and admires their fidelity, their trustworthiness, their sense of discipline and duty. But a still greater cause for wonder is the apparent callousness of their official superiors, whose indifference to the unhappy conditions under which these men live is in no way consistent with the traditions of British officers in other forces with regard to the men under them. This matter must be dealt with again, in detail and at length.

THE TRIANGLE.

A QUESTION OF AUTHORITY.

MONEY-LENDING CASE AT THE SUMMARY COURT.

Before Mr. Justice Hassland, Acting Chief Justice, at the Summary Court this morning, the case in which Alla Ditta sued Alla Ditta to recover the sum of \$50.25 for money lent was again mentioned.

Mr. Hind on behalf of the defendant asked for a date to be fixed.

Mr. Gardiner, who appeared for the plaintiff, said he had no objection. It was merely a question of getting defendant in Court. The action would not take long and he asked that it should be heard in Chambers. The question was whether he was instructed or not by the plaintiff. His submission was that a man giving the name of Alla Ditta came to his office and gave him instructions, on the strength of which he issued the writ.

The case was adjourned.

THE GREAT NICOLA.

WILL THE PRICE OF SUGAR GO UP OR DOWN?

Again last night this clever magician was received with a bumper house, and all his wonderful performances were carried out without a hitch and each time he appeared on the stage he was received with loud and long sustained applause. Questions were put to him, "Spiti Ball" and some were directed to a disclosure of the trend of values in the sugar market which, after rubber and oil, is what most concerns our Rialto fraternity at the moment. "Will the price of sugar go up or down?" was the question asked last night. The answer was "Yes." The other way? "Will Lewis win the next fight?" and the reply was "Yes." The audience also enjoyed the performance of Nodoley, the comedy juggler, whose juggling was excellent with positively nothing to boast. The most wonderful trick of the evening was a lady assistant's performance. She was placed in a sack and then in a tray, after which she was locked and corded, and in less than two seconds the lady and Nicola changed places. After this, the Magician's wonderful escape tests were submitted to the judgment of his admiring audience. To convince the public that there was no collusion, some of the local residents went on the stage with handcuffs and leg irons and literally bound the "Handcuff King" beyond all means of release. But Nicola defied all human ingenuity and nothing succeeded in effectively holding him a prisoner. The last item in the programme was Nicola's escape from the "Straight Jacket." This was a marvellous performance and in less than ten minutes after he had been literally "held" by the jacket, he regained his freedom again with out any assistance whatever. This performance led the house to an outbreak of vociferous and continued applause.

Undoubtedly one of the most unique tests ever performed by Nicola will be attempted to-night. Members of the firm of Mr. Price and Co. have issued a challenge to mail Nicola up one of their large packing cases, and to-night these gentlemen are going to bring their box to the theatre, place Nicola inside, and securely nail it up in the box. They may nail the board up, screw them, bolt them, or fasten them in any manner they wish, the only restriction that Nicola makes is that a few small air-holes be placed in the box.

To-morrow night Nicola will attempt the most dangerous feat ever attempted by anyone, viz., a large iron milk can is to be brought upon the stage, filled with water. Nicola is then to be placed inside the can, with a large iron nail driven into the can, and escape while holding his breath, and can be seen that death by drowning will be his fate unless he escapes in a remarkably short space of time, which he must do under the penalty of a forfeit of \$100. Another good test is promised for Monday night, which will be their last performance in Hongkong, as they sail for Manila on Tuesday.

THE RUBBER OUTLOOK.

One or two developments in connection with Plantation Rubber shares apparently have given rise of late to some uneasiness on the part of investors in these issues. A rather common question which reaches us from correspondents all over the country and the Continent is based upon the assumption that the raw rubber market is, to all intents and purposes, face to face with an over-production problem. We have endeavored to show, as occasion served, that such an assumption, so far as the immediate and the near future are concerned, is absurdly erroneous. So far as we can gather, the origin of this uneasiness is based upon the very substantial increase in the number of our puts reported during the past year or so by the leading rubber-producing companies in the Middle East, and seemingly quite a number of investors in this class of securities have rushed to the conclusion that supply is bound to immediately overtake demand for the commodity. It is to be feared that these good people have overlooked one very important fact in this connection. Some years ago it was customary to look upon the rise in the annual consumptive demand for this commodity as something like 10 per cent per annum. That is to say, that in 1900 the world used 30,000 tons of new rubber, the demand for the ensuing year—1901—would be 33,000 tons, and so on. This is a perfectly legitimate calculation for even five years ago, but can it be said that in 1910 the same ratio holds good? We think not; indeed we know that such is not the case. While we decline to follow the optimists to the extent of a 20 or 25 per cent increase per annum, and to accept this as inevitable for years to come, we cannot deny that the reported annual increase is quite in the face of common knowledge in this particular connection. Roughly speaking, the world's demand for raw rubber—the words are worth emphasizing—is increasing year by year by some 20 per cent; and this is the minimum of improvement admitted by the most conservative authorities. But, even if we acknowledge and recognize (as we do) the very substantial increase in the Middle East plantation outputs during the past and the current years in many ways remarkable, these increases do not and cannot for some time to come be expected to equalize the difference between actual demand and actual supply.

If they had done so, would any reasonable person expect to see raw rubber quoted at its present levels? The fact that both the raw rubber and the plantation rubbers have been quoted at substantially higher prices than is now the case during the current year is no proof of any material cessation in the industrial demand for the commodity. Values were rushed up some months ago simply because the largest actual consumer (both in the matter of raw material and of goods manufactured therefrom) was short of supply. While it might be going too far to say that at that time it was a question of rubber at any price with the United States, it is unquestionably true that manufacturers on the other side had not only to do their best, in the face of advancing values, to keep their works up to a certain production level, but others were so sure that they figured to the market as "bid-to-much" buyers. The fact that for a considerable period in the immediate past the selling price of five plantation rubbers was substantially above the selling price of the raw rubber is a clear indication of the commodity—namely, five hard Para—appears to us to afford a conclusive proof of this contention. That the American Valley in the past season failed to rise to the level of expectations formed as to the output during that period cannot be gainsaid. Perhaps the coming season will manage to show a very substantial increase upon that of the one to which we refer. It is impossible to say to what extent this output may be increased during the ensuing period from October to April. The prospects turn wholly upon a matter of finance. The United States has not been in a position to do much more in this direction for 1910 than they were for 1909-10. Continental money certainly has not been lavished upon the South American rubber industry during the two months or so; we know where 90 per cent of British money invested in rubber has gone during that period. There is an inclination, we note, in certain quarters to look to Africa for substantially increased supplies—justified, it is thought, to make good the difference between the enlarged consumptive demand and the discrepancy between actual output and actual demand. The South American figures will doubtless show, with allowance being made, of course, for the Middle East yield as a factor in the problem. Africa, as far as concerns wild rubber in regions controlled by civilized States, is undergoing a process of recuperation, however, and we take leave to question whether from that continent the quantity of really high grade rubber receivable in the immediate future will materially affect the question of supplies for a year or two to come, at any rate.

We know—indeed, everyone who has followed rubber at all closely during the past year or two must know—that the United States manufacturers have been making strenuous efforts to develop Africa's resources, with the object of guaranteeing themselves in the matter of supplies. Huge sums of money have been lavished in Congo and other developments in connection with rubber by American capitalists, and equally large amounts have been quietly, almost surreptitiously, invested in the Mexican plantation rubber industry. The extent to which American capital is committed in Africa, and in Mexico it is impossible to say. If, however, the results achieved from such enterprise had come up to expectations, and the demand for rubber in the United States has always, of recent years, accorded the South American rubber industry promised to achieve success in the matter of output—regarding the matter from the manufacturer's standpoint, why should American embassies have been sent to the Middle East and buying up plantation rubber for forward delivery at

prices substantially in advance of those which now obtain for this particular brand of the commodity? That this forward buying has been almost entirely upon American account is easily proved, and while it may be taken as partial proof at any rate of United States shortage in the matter of immediate supplies, it brings to notice another, and in many ways, a still more significant fact in connection with plantation rubber. If the Middle East product lacked those industrial qualities we are so frequently told it does, would shrewd Americans be buying all they can get of this particular commodity and buying forward as much as they can obtain of it? We do not think so. The position, then, so far as the world's supply of rubber goes, seems to us to favour a maintenance in selling values for some considerable time to come. Values must fluctuate, of course, but the plantation rubber shareholder who allows what must be only a passing relapse in values to shake him out of his holdings is better away from this share market altogether. It is time enough to feel uneasy—if one must—when Amageldon comes in 1913-14—when cultivated and wild rubber will have a stupendous war for supremacy. But even then we are confident as to the side which shall, which indeed must, win.—*Financialer.*

CRUISER "SAN GABRIEL."

TOO FAST CARRIED AWAY.

The Portuguese cruiser *San Gabriel*, which arrived at Macao Saturday had rather a hard time on her voyage over from Hongkong. She lost one of her top masts and had a bad trip generally, though she arrived in pretty good time despite the set-backs.

HONGKONG CRICKET CLUB.

The opening match of the season will take place to-morrow afternoon commencing at 2.15 p.m. between the first eleven and the second XI.—R. Hancock, W. C. D. Turner, T. E. P. Rice, H. Hancock, A. C. E. Elborough, R. E. O. Bird, H. D. Sharpe, H. R. Makin, A. H. Young, Capt. G. E. Garrett, R. A. and Lt. H. G. Bagnall, R. A.

The Rest—Hon. Dr. J. M. Atkinson, (Capt.) D. G. E. Aubrey, A. P. Dashiwood, R. Pennington, M. M. Maas, B. F. Chapman, G. A. Cooke, R. M. A. P. H. Riquette, R. N. R. F. Long, Col. H. D. Topley, A. S. C. M. Reader Harris, H. R. Phillips, G. A. Hastings, Capt. D. Clapham, R. A. R. Lowe, C. T. Hore, L. R. Tippen, R. D. E. Donnelly, P. Jacks, Lt. F. B. Mitchell, R. A. A. R. Sutherland, Lt. D. K. Anderson (Buffs), W. E. Warburton, Lt. J. Crookenden (Buffs), H. W. Sayer, and Rev. D. W. Payne.

THE SHANGHAI TAOTAI.

CASHIERED BY THE THROAT.

The following Imperial Decree of 29th ult. is published in the *N. G. D. News*—In respect to the memorial by the Ministry of Finance to the effect that the Customs Taotai has lightly misused important funds and that he is therefore denounced in accordance with the facts let it be observed that Tin Nai-huang has exploited official funds with which he is dealing for purposes of profit, and to further his private ends. He is of evasive and wily temperament and has disregarded the public interest. It is commanded that he shall first be cashiered and further charged with the sum of 100,000 taels and further charged to direct this cashiered Taotai to repay within a compulsory period of two months in accordance with their exact amount the official funds which have passed through his hands. And if after expiry of the time limit he has not made repayment, he will again be most severely denounced and dealt with. This is the Imperial Edict.

RUGBY FOOTBALL.

The following will represent the Club in a match against H. M. S. Kent on the Club ground at Happy Valley to-morrow (8th). Kick off 4.30 p.m. Full back: T. J. Fobson, Three quarters: J. C. Roberts, H. G. Hargry, G. D. McIlwraith, C. A. W. Fenier, Halves: J. McGregor and T. Cocker, Forwards: A. Temperley, C. C. F. Cunningham, W. Ross, H. Bax, D. J. Caceres, J. Bell, I. G. A. H. Reiss and H. W. L. J. J. J.

The go-down and office of the Yu Sung Camphor Works in East Yau Road, Shanghai, were destroyed by fire in the early hours of 3rd inst. The outbreak occurred about 4 a.m. and the brigade was summoned by the general alarm.

As a result of the deliberations between sub-committees of the Foreign Banks and the Shanghai General Chamber of Commerce, it has been resolved that the decision of the Banks not to recognize's native orders of more than five days' currency will remain inoperative until the end of February, 1911.

At a recent meeting of the Board of Directors of the North China Insurance Company, Ltd., it was decided to recommend payment of a final dividend for the year 1909 of 3 per cent on the paid-up Capital at exchange 7/5, making 15 per cent for the year, and a bonus of 15 per cent on contributory profits.

A CHINESE correspondent calls our attention to the fact that H. E. W. Ting-fang in his memorial to the Throne on the abolition of the queue favoured the retention of the present customs. Quoting from memory, we had wrongly represented Dr. W. Ting-fang as favouring also a change of costume.—*N. G. D. News.*

TRAM-CAR CONDUCTOR ASSAULTED.

STONE-THROWING BY A FARE.

There were a number of tram-car prosecutions at the Magistracy this morning. In the first case, a Chinese employee of the Tai Koo Dockyard was charged with refusing to pay his fare and alleged assault on the conductor at Shau-ki-wan on the 24th September last. The complainant stated that at about 5.20 p.m. on the date in question, his car was proceeding from Causeway Bay to Shau-ki-wan. At the 'Sai-wat-ho' Market, he asked defendant and some four or five others to pay their fare but they all refused to do so. Shortly afterwards, he again demanded the fare of the defendant, whereupon witness was seized by his ticket-puncher and was assaulted by the defendant. Witness blew his whistle and the car stopped. The men at this point began to leave the car and he was struck on the arm by the defendant, who shouted out to the others to strike him. The motor-man interfered and separated the men, at the same time asking the defendant to desist. The defendant got down from the car and began to throw stones at him, one of which hit him on the back. The motor-man of the car gave corroborative evidence.

Mr. J. Stodart Kennedy, general manager of the Tramway Company, spoke to receiving a report of the occurrence. He took the last two witnesses to the gateway of the dockyard, where the defendant was identified in the presence of Inspector Collett.

The case was remanded till Tuesday at 11 a.m.

In the second case, a paint-scraper was fined \$10 for attempting to avoid payment of his fare.

A TAILOR'S CLAIM.

ELECTRIC COMPANY SUED FOR DAMAGES.

At the Summary Court this morning, J. T. Shaw, tailor and outfitter, sued the Hongkong Electric Company to recover the sum of \$70.50 as damages for alleged negligence on the part of defendants and their servants. Mr. Harris on behalf of the plaintiff applied for an order for mutual discovery.

The Police Judge—Will grant the application. What's the nature of the case?

Mr. Harris—Damages for negligence. How long will it take?

I think it will take one day. What's the nature of the case?

Knocking over something in my client's shop and spoiling a suit of clothes. Do you want a jury?

Yes. The case was adjourned. The question of a jury is to be duly discussed.

A FIRM'S PARTNERS.

WHOM DOES THE SOLICITOR REPRESENT?

A somewhat peculiar case came on before Mr. Justice Hargrave, Acting Chief Justice, in the Summary Court this morning, the parties to the action being the Ying Tai firm against the Shun Kee firm for \$168.08 and the Hong Fat firm against the same defendants for \$1,000.

Mr. P. W. Gellling stated that he appeared for some of the defendants.

Mr. Harris—There are only two defendants. Mr. Gellling—Then I appear for the firm.

The case was adjourned for a week in order to enable the parties to arrive at some arrangement.

SUIT BY SHANGHAI FIRM.

IN THE SUMMARY COURT.

D. I. R. Mr. Justice Hargrave, Acting Chief Justice, in the Summary Court this morning, the plaintiff Dollar Company, of Shanghai, filed a suit against the Hongkong Merchants' Agency to recover the sum of \$523.44. Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiffs and Mr. J. H. Gardiner represented the defendants.

Mr. Harris asked for a week's adjournment. Mr. Gardiner applied for a day to be fixed.

Mr. Harris explained that the claimants were a Shanghai company and they were awaiting the arrival of the manager in the Colony.

The case was adjourned for a week.

Events Coming.

Friday, 7th October. Theatre Royal "Nicola" 9 p.m.

Saturday, 8th October. Dairy Farm Co.'s annual meeting, 11.30 p.m. Theatre Royal "Nicola" Matinee, 3.30 p.m. Theatre Royal "Nicola" 9 p.m.

Tuesday, 11th October. Sanitary Board meeting, 3.45 p.m.

Saturday, 15th October. Canton Insurance Office, annual meeting, noon. Gymkhana Club, fifth meeting, Race Course, 3.30 p.m.

Variety Entertainment, City Hall "Bedford" Relief Fund.

Monday, 10th October. Military Concert at St. Andrew's Hall, (City Hall), 9 p.m.

Monday, 17th October. Variety Entertainment, City Hall "Bedford" Relief Fund.

Thursday, 20th October. Legislative Council meeting, 2.30 p.m.

Saturday, 5th November. Camping, Hongkong Volunteer Corps, at Quatona Pass.

COMMERCIAL.

7th October, 2 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. R. S. Kadoorie & Co. —

Allagars	4/6
Anglo-Javas	11s. 7
Anglo-Malays	25/
Balgownies	5/0
Bato Tigas	50/-
Beritams	55/-
Bukit Kajangs (pp.)	59/-
Bukit Rajahs	105/-
Carey Uniteds	17/6 prem.
Castelfields	105/-
Changkat Serdangs	59
Cheras (part paid)	88 prem.
Da (fully paid)	5 8
Damansaras	143/6
Eastern Internationals	116 prem.
Fed. Selangors	—
Glenahlys	51.75
Glenahls	—
Goldendays	102/6
Golden Hopes	—
Highlands and Lowlands	102/6
Indragiris	515
Jack Kenniths	—
Jagules	—
Jonglandors	—
Kamulangs	5/- prem.
Kuala Lumpors	16/-
Landrons (fully paid)	—
Landrons (ppd.)	—
Labors	—
Ledbury's	72/6
Linggis	44/- ex div.
London Asiatics	116
London Ventures	5/-
Merlimans	—
Pajams	510
Pegohs	516
Rubber Trusts	163 prem.
Saggas	270/-
Sandycrofts	528
Sapongs	—
Seafelds	—
Sekongs	113 prem.
Shelfords	70/-
Singapore & Johors	512
Somatra Paras	10/-
Songel Chohs	85/-
Songel Kapars	13/3
Tasdjongs	—
Tasdjahs	31/6
Toerangle	27/- prem.
Ulu Rantis	—
United Serdangs	102/6
United Singapore	125
United Somatras	8/3
United Langkats	80/-
Trenohs	35/-
Para Rubber	6/- per lb.

London Asiatic Company have declared an interim dividend of 10%.

UNITED SERDANGS. United Serdangs (Sumatra)—August output: Rubber 11,171 lbs; corresponding month last year, 7,130 lbs; increase, 9,141 lbs. Total for 12 months, 67,693 lbs; total for same period last year, 17,373 lbs. Coffee, 99 piculs; corresponding month last year, 235 piculs; decrease, 135 piculs. Total for 12 months, 3,362 piculs; total for same period last year, 4,316 piculs.

RUBBER SHARE MARKET.

Hongkong, 7th October.

The weaker tone of the Rubber Share market at the opening of the week gave way yesterday to a partial revival in the leading producer: when cable quotations from London advanced rates several points over the lowest touched during the week. This improvement has been confined to sterling shares only, as Singapore quotations, taken all round, show further falling off when compared with the rates ruling in the preceding week.

The price for the raw produce after going down to 5s. 9d. per lb., the lowest recorded since the boom recovered slightly and is quoted as we write at 6s. per lb.

Anglo Malays have slightly improved and can probably be sold at 23/9. Allagars have again been sold at 4/- closing with small inquiries at 4/6.

Eastern Internationals were taken off the market during the early part of the week as low as 8/6 but at the close have improved to 11/6 at which price they close steady.

Linggis declined to 42/6 but are now higher and obtainable at 42/6.

London Ventures have changed hands at 6/- and more can probably be had at the rate. Merlimans have been placed at 4/3 and 5/- closing with more inquiries.

Ledbury's continue quiet and without business to report at quotation.

London Asiatics after declining to 10/6 have risen to 11/6 at which price there are probable sellers.

Tangkabs are quiet at 31/6. United Serdangs experienced slight fluctuations, having dropped from 105/- to 95/- during the early part of the week, but at the close are firmer at 102/6.

United Somatras have improved to 8/3. Somatra Paras have strengthened to 12/6 at which price there are probable buyers.

Benims have been sold at 6/- and 6/3 and more are wanted at the latter rate. Castelfields have not fluctuated and remain quoted at 105/-.

Highlands and Lowlands have slightly improved to 100/-.

Kuala Lumpurs were reported sold at 135/- during the early part of the week but now come higher at 150/-.

Kamulangs can probably be obtained at 5/- prem. Batu Tigas are steady at 50/-.

Today's Advertisement.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 10th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 7th October, 1910. [8]

Glenahlys have dropped to 51/- at which price they close in demand.

Indragiris can probably be placed at 515/-.

Pegohs remain steady at 516/-, with probable buyers at 517/-.

Sandycrofts have eased down to 528/- at which rate they are procurable.

Singapore and Johors have weakened to 512/- with sellers.

United Singapore have been dealt in at 125/-, closing with more inquiries at 125/-.

Paras are unchanged at 10/-.

Expenses continue to request at 8/-.

Alor Gajahs are inquired for at 52/-.

New Serdangs are weaker and offering at 102/6.

(Trenoh) tin mines have been dealt in at 31/- and 34/- closing steady.

Shell Transport, in consequence of the collapse of the arrangement mentioned in our last, have weakened to 78/- after sales during the week at 81/-, 81/- and 81/-.

Exchange.—The Bank's closing T.T. quotations are as follows:

On London.....1/08

Shanghai.....73 1/2

Singapore.....77 3/8

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Intimations.

ORANGES

"WASHINGTON NAVEL"

80 cents per lb.

APPLES

"TASMANIAN STURMERS"

20 cents per lb.

THE DAIRY FARM CO., LIMITED.

ASAHI

ASAHI

ASAHI

and

SAPPORO

SAPPORO

SAPPORO

SAPPORO

BEER.

PRICES:

4 Doz. Quarts.....\$12.00 per case

8 Doz. Pints.....\$13.50 " "

OF ALL

WINE

MERCHANTS

CROWDED HOUSES EVERY NIGHT.

THEATRE ROYAL.

CITY HALL.

THE GREAT NICOLA

The greatest sensation ever seen in Hongkong.

TO-NIGHT!

A MOST SENSATIONAL CHALLENGE.

NICOLA

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SATURDAY, OCT. 27th.	"EMPERESS OF IRELAND" FRIDAY, NOV. 4th.
"EMPERESS OF CHINA" SATURDAY, OCT. 29th.	"ALLAN LINE" FRIDAY, NOV. 25th.
"MONTEAGLE" TUESDAY, NOV. 8th.	
"EMPERESS OF INDIA" SATURDAY, NOV. 19th.	From St. John.
"EMPERESS OF OCEAN" SATURDAY, DEC. 17th.	"EMPERESS OF BRITAIN" SATURDAY, DEC. 16th.
"EMPERESS OF CHINA" SATURDAY, JAN. 14th.	"ALLAN LINE" FRIDAY, JAN. 13th.
	"ALLAN LINE" FRIDAY, FEB. 10th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 21st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various ports of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 44s.
Via New York 46s.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GARDNER, General Trade Agent,
Corner Peddar Street and Praya (opposite Blake Pier).

(a)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SHANGHAI via FOCHOW SATURDAY, 8th Oct., Noon.
SINGAPORE, PENANG & CALUTTA via NAMSANG SATURDAY, 8th Oct., Noon.
SHANGHAI via SWATOW SATURDAY, 8th Oct., Daylight.
TIENTSIN SATURDAY, 8th Oct., Daylight.
MANILA SATURDAY, 8th Oct., Daylight.
SANDAKAN via JESSELTON SATURDAY, 14th Oct., 4 P.M.
MANILA SATURDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON SATURDAY, 14th Oct., 4 P.M.
MANILA SATURDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON SATURDAY, 14th Oct., 4 P.M.
MANILA SATURDAY, 14th Oct., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers, *Kurewa*, *Nagasaki* and *Poohung* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chooan, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dain, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,
Telephone No. 215, Hongkong, 7th October, 1910.

(b)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS To Sail.

ONEFOO & NEWCHWANG 8th Oct., Daylight.
ILOILO & CEBU 8th Oct., 4 P.M.
SHANGHAI 8th Oct., Midnight.
MANILA 8th Oct., 4 P.M.
ONEFOO & NEWCHWANG 11th Oct., 4 P.M.
SHANGHAI 11th Oct., 4 P.M.
ILOILO & CEBU 11th Oct., 4 P.M.
ONEFOO & TIENTSIN 11th Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWINSORW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SORW STEAMERS (*Anhui*, *Chuen*, *Lian*, *Chin*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 51, Hongkong, 6th October, 1910.

(c)

Shipping—Steamers.

OSAKA SHOSHEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of

Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

HAMA

VICTORIA, B.C. & TACOMA

VICTORIA and TACOMA

VICTORIA and TACOMA

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For

Steamers

G. Tonnage

Leaves

VICTORIA, B.C. & TACOMA

VICTORIA and TACOMA

VICTORIA and TACOMA

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CHICAGO MARU

TACOMA MARU

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Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above TO-MORROW, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th October, 1910. (61a)

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

"MONASTER CASTLE" On or about 8th Oct.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd October, 1910. (61b)

SOCIETA ANONIMA NAZIONALE DA SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain DeSito, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th September, 1910. (61c)

Consignees

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be despatched out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong 3rd October, 1910.

RUBBER & LATE RETURNS.

	July	August	Total
All-gar	3,520	3,650	7,170
Latex	3,150	3,300	6,450
Alma	850	1,000	1,850
Anglo Malay	5,617	5,614	11,231
Ayer Kuning	207	195	402
Ayer Molek	2,011	1,810	3,821
Ayer Panas	880	1,090	1,970
Balagowie	8,757	8,000	16,757
Batak Rabi	1,335	1,200	2,535
Batong	2,700	3,400	6,100
Batu Caves	17,418	17,535	34,953
Batu Tiga	8,462	8,315	16,777
Bekam	9,715	12,000	21,715
Bekam	2,051	2,500	4,551
Bekam	1,188	1,450	2,638
Bekam	5,473	5,513	10,986
Bekam	30,740	31,735	62,475
Bekam	3,800	4,000	7,800
Bekam	484	873	1,357
Bekam	356	361	717
Bekam	12,000	12,550	24,550
Bekam	3,600	2,154	5,754
Bekam	3,651	3,861	7,512
Bekam	1,100	1,500	2,600
Bekam	16,000	16,000	32,000
Bekam	23,401	23,000	46,401
Bekam	888	1,000	1,888
Bekam	2,223	2,400	4,623
Bekam	133,772	133,772	267,544
Bekam	6,500	6,500	13,000
Bekam	33,770	33,100	66,870
Bekam	21,000	21,000	42,000
Bekam	1,735	2,001	3,736
Bekam	4,899	4,288	9,187
Bekam	5,114	10,073	15,187
Bekam	70,337	70,337	140,674
Bekam	10,000	10,000	20,000
Bekam	1,000	1,000	2,000
Bekam	10,000	11,000	21,000
Bekam	349	618	967
Bekam	1,100	1,100	2,200
Bekam	39,265	39,847	79,112
Bekam	11,400	10,531	21,931
Bekam	824	861	1,685
Bekam	1,100	1,100	2,200
Bekam	11,758	47,054	58,812
Bekam	18,210	20,170	38,380
Bekam	64,473	64,473	128,946
Bekam	7,035	8,880	15,915
Bekam	5,507	5,950	11,457
Bekam	3,500	4,300	7,800
Bekam	250	233	483
Bekam	50	308	358
Bekam	2,640	3,001	5,641
Bekam	3,500	17,847	21,347
Bekam	48,130	47,280	95,410
Bekam	10,620	15,420	26,040
Bekam	36,923	32,100	69,023
Bekam	9,844	10,038	19,882
Bekam	71,000	73,500	144,500
Bekam	16,025	17,018	33,043
Bekam	331	331	662
Bekam	22,500	27,000	49,500
Bekam	1,983	2,450	4,433
Bekam	415	605	1,020
Bekam	60	100	160
Bekam	28,801	28,801	57,602
Bekam	14,075	16,300	30,375
Bekam	5,350	3,500	8,850
Bekam	27,428	28,000	55,428
Bekam	3,300	3,800	7,100
Bekam	835	1,000	1,835
Bekam	58,414	58,414	116,828
Bekam	785	1,017	1,802
Bekam	507	5,570	6,077
Bekam	4,437	5,797	10,234
Bekam	16,000	18,500	34,500
Bekam	1,850	2,000	3,850
Bekam	3,507	3,500	7,007
Bekam	105	630	735
Bekam	7,031	7,700	14,731
Bekam	6,750	7,066	13,816
Bekam	4,890	26,100	30,990
Bekam	9,341	9,301	18,642
Bekam	74,106	74,106	148,212
Bekam	38,053	31,358	69,411
Bekam	535	800	1,335
Bekam	6,510	6,646	13,156
Bekam	10,500	11,000	21,500
Bekam	11,750	5,535	17,285
Bekam	1,400	5,000	6,400
Bekam	10,100	10,100	20,200
Bekam	5,858	5,700	11,558
Bekam	7,063	30,821	37,884
Bekam	664	1,124	1,788
Bekam	1,150	1,150	2,300
Bekam	680	790	1,470
Bekam	15,100	15,100	30,200
Bekam	324	873	1,197
Bekam	1,604	6,100	7,704
Bekam	475	446	921
Bekam	1,045	1,045	2,090
Bekam	1,710	4,630	6,340
Bekam	22,737	22,737	45,474

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Press.]

COMMERCIAL.

NO-DAY'S EXCHANGE.

Selling,	
London-Bank T.T.	1/10 1/16
Do. demand	1/10 1/16
Do. 4 months sight	1/10 1/16
France-Bank T.T.	2 3/8
America-Bank T.T.	44 1/2
Germany-Bank T.T.	1 1/2
India T.T.	1 1/2
Do. demand	7 3/8
Singapore-Bank T.T.	7 3/8
Shanghai-Bank T.T. per H.K. \$100	7 3/8
Aden-Bank T.T.	9
Yokohama-Bank T.T.	10 1/2

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIN & Co. Corrected to upon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$3,029 3 0	2 1/2 for first half year ending 30.6.10 @ ex	\$125
National Bank of China, Limited	1,000,000	7	6	\$4,000 \$4,000	\$30,558	2 1/2 (London 1/6) for 1909	\$76 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000	none	\$10 for 1909	\$190 buyers
North China Insurance Company, Limited	10,000	4 1/2	4 1/2	\$1,500,000 \$1,500,000	Tls. 307,573	Final of 7/6 making 15/- for 1908	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$1,500,000	\$287,084	Final of \$30 per share, making in all \$50 per share for 1908 and an interim dividend of \$20 per share for 1909	\$115 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000	\$77,659	\$10 for year ending 31.12.08 and interim of \$3 on account of 1909	\$105
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$1,000,000	\$438,406	\$6 and bonus \$3 for 1908	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$1,500,000	\$438,406	\$27 for 1908	\$163 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$57,743 \$57,743	Dr. \$3,777	\$1 1/2 for 1908	\$10 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000	NIL	2 1/2 for year ending 30.6.1908	\$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$15	\$500,000 \$500,000	\$30,766	Dividend of \$1 1/2 for 30.6.10	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	4 1/2	4 1/2	\$128,100 \$128,100	Dr. \$37,823	\$6/- for 1907 on Preference shares only @ ex 1/6 11/16 = 5/- 15/-	\$58 sellers
Do. (Deferred)	60,000	4 1/2	4 1/2	\$128,100 \$128,100	Dr. \$37,823	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & a int. div. of 2s. per sh. on acc. for '10	77 1/2
"Shell" Transport and Trading Company, Limited	3,000,000	1 1/2	1 1/2	\$780,000 \$780,000	\$193,094	A dividend of 7 1/2 % for yr. ending 30.4. 1910	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$50,000	\$1,159	A bonus of 5 %	\$10 buyers
REFINERIES.							
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$120,000 \$120,000	Dr. \$8,090	5/- for half year ending 30.6.1910	\$147 sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	none	Dr. \$135,593	5/- for 1907	\$15 sales
MINING.							
Chinese Engineering and Mining Co., Ltd.	1,000,000	1 1/2	1 1/2	\$215,000 \$215,000	Dr. \$1,435	Interim of 1/6 for 1910 (coupon No. 14)	Tls. 15 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10
Ramb Australian Gold Mining Company, Limited	150,000	4 1/2	18/10	\$4,178 \$4,178	none	\$1 per share 13th dividend	\$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	10/-
Docks, Wharves & Godowns	18,000	\$25	\$25	\$25,000 \$25,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$550,000	\$26,847	\$2 1/2 for 1909	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$250,000	\$13,765	3 1/2 for half year ended 30.6.19 9	150 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. \$5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,361	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.19 0	Tls. 72 1/2 sellers
Shanghai and Hongkong Wharf Company, Limited	\$5,000	Tls. 100	Tls. 100	Tls. 607,837 Tls. 125,000	Tls. 9,222	Interim of Tls. 3 for 1910	Tls. 108 1/2 sales
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.11	5 1/2 %
Central Stores, Limited	10,000	\$25	\$15	\$10,000 \$10,000	\$24,641	8 1/2 for 1909	11 1/2 %
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$40,000 \$40,000	\$1,377	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	5 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$500,000	\$27,9	Interim of \$1 1/2 for 1910	7 %
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$5,471	45 cents for 1909	6 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$19	\$2 1/2 for 1909	8 %
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,125,000 Tls. 1,125,000	Tls. 62,069	Interim of Tls. 3 for 1910	6 1/2 %
West Point Building Company, Limited	15,500	\$50	\$50	\$775,000 \$775,000	\$1,958	Interim of \$1.50 for 1910	8 1/2 %
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 250,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	10 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000	Tls. 8,273	Tls. 7 1/2 for year ending 30.9.09	10 %
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 100	Tls. 500,000 Tls. 500,000	Tls. 4,839	Tls. 6 for 1909	10 1/2 %
Say Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 300,000 Tls. 300,000	Tls. 11,173	Tls. 25 for 1910	12 1/2 %
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	13/6	13/6	\$1,100 \$1,100	\$404	15 % per share for 19 9	18 %
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	NIL	60 cents for 1909	6 1/2 %
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000 \$250,000	\$50,241	60 cents for year ended 28.2.06	10 %
Do. Special shares	50,000	\$5	\$5	\$250,000 \$250,000	\$50,241	60 cents for 1909	10 %
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$1,602	\$1.20 for year ending 31.7.09	6 1/2 %
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000	\$1,893	Interim of 15 cents per share for 1910	10 %
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$4,290	14 per cent. viz. \$1.40 for 1909	12 %
H. Price & Company, Limited	18,000	\$10	\$10	\$180,000 \$180,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$11,798	Interim of \$1 per share for 1910	6 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$7,516	Final of \$1 making in all \$2 for 1909	9 %
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	\$1,176	Interim dividend of Tls. 1 1/2 15th March	5 %
Maatschappij of Mijl. Bosch en Landbouwplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. \$47,500 Tls. \$47,500	Tls. 316,682	Tls. 12 1/2 15th June & Tls. 15 15th Sept	5 %
Peak Tramways Company, Limited	35,000	\$10	\$10	\$350,000 \$350,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.10	14 1/2 %
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	Pa. 18,640	None	14 1/2 %
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	Pa. 18,640	None	14 1/2 %
Shanghai-Sumai Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 1,200,000 Tls. 1,200,000	Tls. 5,250	No dividend this year	2 %
Societe des Papiers et Papeteries du Tonkin	13,300	10	25	none	none	First year	Tls. 12 1/2 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000	Dr. \$31,096	None	\$23 sellers
Steam Laundry Company, Limited	10,000	\$25	\$5	\$250,000 \$250,000	\$17,86	10 % for year ending 31st May 1910	18 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$1,956	60 cents for year ending 31.12.08	6 %
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000 \$100,000	\$344	15 % per ordinary sh. for year ended 31.5.10	8 %
Watkins Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$1,941	35 cents for 1909	5 %
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$2,011	3 % for 1909	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000	\$781	None	\$1 buyers

Hotel.

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

A PLEASANT RESORT OF HONGKONG.

Iced Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandahs.

MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

W. GALLAGHER,
Manager.

Hongkong, 6th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
 10.00 a.m. to 11.00 a.m. Every 15 minutes
 11.00 a.m. to 12.45 p.m. Every 15 minutes
 12.45 p.m. to 1.15 p.m. Every 10 minutes
 1.15 p.m. to 1.45 p.m. Every 15 minutes
 1.45 p.m. to 2.15 p.m. Every 10 minutes
 2.15 p.m. to 3.00 p.m. Every 15 minutes
 3.00 p.m. to 5.00 p.m. Every 15 minutes
 5.00 p.m. to 6.00 p.m. Every 10 minutes

NIGHT GARS.

6.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
 9.00 a.m. to 10.00 a.m. Every 15 minutes
 10.00 a.m. to 11.00 a.m. Every 15 minutes
 11.00 a.m. to 12.00 noon Every 15 minutes
 12.00 noon to 1.00 p.m. Every 15 minutes
 1.00 p.m. to 2.00 p.m. Every 15 minutes
 2.00 p.m. to 3.00 p.m. Every 15 minutes
 3.00 p.m. to 4.00 p.m. Every 15 minutes
 4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT GARS on Week Days.

SATURDAYS.

Extra runs at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG, 1st April, 1910.

HUNG ON & CO.

SHOW ROOM AND STORE

at the Premises formerly occupied by A CHEE & CO., 17A QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE.

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver.

Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

GARDEN-MARKING AND ART DECORATORS.

from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHOLE HIGH-CLASS FURNITURE

of every description, can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the furniture for our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & Co., 15th May, 1910.

Orders previously placed in and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1910.

For Sale.

JUST RECEIVED AND FOR SALE FROM THE

AGRICULTURAL & HORTICULTURAL ASSOCIATION OF LONDON,

A Selection of Best Varieties of their famous and tested

VEGETABLE and FLOWER SEEDS

GARDEN FERTILISERS,

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ALSO FROM WARD LOCK & CO., LONDON, BOOKS

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Mrs. Weston's Book of Household Management.

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Popular Scientific Recreation.

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Spanish-English and English-Spanish.

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French-English and English-French.

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Latin-English and English-Latin.

ROMAN CATHOLIC PRAYER BOOKS, &c., &c., &c.

Inspection invited.

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Hongkong, 7th October, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PICTURES

are now on hand, and are offered for sale at the S.S. "Kohala" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

NEW SHOP!

JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS,

&c., &c., &c.

MOHIDEEN & CO.

Dealers in

CEYLON PRECIOUS STONES, &c.,

33 & 40, QUEEN'S ROAD CENTRAL,

Hongkong, 1st May, 1910.